

EDMONTON, ALBERTA, SATURDAY, APRIL 14, 1917

ALBERTA COLLEGE, SOUTH SIDE, SOON TO BE CONVERTED INTO A MILITARY CONVALESCENT HOME

Sir James Loughheed, Chairman of the National Hospitals Commission, Visiting in Edmonton, Intimates That Government Will Take Over the Building—Fraises Our Hospitals and Admires the City

The fine building of Alberta College, South side in all probability be taken over by the government and fitted up as a convalescent home for wounded soldiers. In this situation, its proximity to the Strathcona Military Hospital, now in operation, and its adaptability make it an ideal building for the purpose intended.

Sir James Loughheed, chairman of the Canadian Hospitals Commission, was a visitor to Edmonton yesterday and indicated that the government would probably take over the college.

Mr. Loughheed, with Major Danforth, of the Alberta branch of the military hospitals commission, and a number of other members of the commission, made a complete inspection of the building and expressed himself as being entirely satisfied with its suitability for use as a convalescent home.

Previous Military Hospital. According to a representative of The Bulletin, Sir James said "Edmonton is certainly to be the site of a magnificent military hospital on the south side, which I have visited today."

The equipment, management and general appearance is certainly as fine

as anything I have ever seen in Canada and it is a credit to the city and to the military authorities which have established and maintained the institution.

"I hope that you will be able to have the Alberta college building to be used as a convalescent home. It is in every way suitable and I trust that arrangements will be made whereby it will be transferred to the government."

Guest of Governor. Sir James was a visitor to Government House in the afternoon and went about the city as the guest of His Honor the Lieutenant Governor.

During the evening, under the auspices of Lord Strathcona, Sir James and his party were entertained at a dinner at the Hotel Macdonald, where a number of prominent citizens who welcomed him to the city were present.

The distinguished visitor conversed with the members of the committee pertaining to the work which is being done for the returned veterans and he complimented the city on its progress and the evidence of flourishing business conditions. He returned to his home in Calgary at midnight.

SEWER GAS DRIVES A MAN INSANE

Wandered Streets of West End in Garden of Eden Style Until Captured

A man who is employed in the sewage department of the city has been driven mad by the gas which he has been exposed to in the course of his work. He has been wandering about the streets of the west end in a garden of Eden style until he was captured yesterday afternoon. He was found by a patrolman on the sidewalk of a west end street and taken to the hospital.

ICE IS BREAKING UP ON THE RIVER

River Has Risen Three Feet During the Past 24 Hours—No Very Snow Yet

The low ice breaking up in the Saskatchewan river and at several points in the city limits. The ice has been broken up and is breaking up in many places into large floes. The river rose about three feet during the last 24 hours and in some places there is now water on both sides of the river. The ice river continues to rise and is expected to be at its highest in the next two or three days. The water of the Saskatchewan river during the recent years 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 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LACK OF CONFIDENCE IS MAIN HAN DICAP FOR THE WOMEN DRIVERS

"From my own experience, and the experience of other women to whom I have talked about the same subject, I believe the most difficult thing a woman has to overcome in learning to drive a car is not to be afraid or feeling afraid," said an Edmonton woman who has become an expert driver. "Probably this sounds a little comical," she continued, "and an easier way to say it would be that women do it whole. I believe, lack confidence in themselves to handle the unexpected, should the unexpected occur."

ALL STARTERS MUST FINISH

Hudson's fleet of Super-Six racers virtually will run "from back of scratch" in all the important events this year.

The handicap is self-imposed. In order to satisfy Hudson aims, all of the cars it enters in any of the great races must finish. When one considers the compar-

atively small percentage of racers in the big speed events which finish at all, it is at once apparent that the Hudson has assumed almost an impossible task.

But in winning all world-wide records last year the Hudson was never extended to the limit of its endurance. There always remained a big reserve of power and endurance that was never required even in those terrific tests.

This year, therefore, the Super-Six will be put to the ultimate test. Long distance races at frightful speed will be required of the cars—and all must finish to satisfy Hudson. An honest

exposition of these qualities of endurance and power demands that the race cars adhere closely to Super-Six stock structure. This has been done. The principal change is in shortening the chassis. The Super-Six racers will be pitted against specially constructed freaks in which every quality has been subordinated to speed. They do not even distantly resemble the stock cars of the nature they bear. Therefore their performance signifies nothing of what can be expected of their stock car. In the course of a year of ordinary car usage, one of these cars would consume thousands of dollars in fuel.

Remember to inspect the steering gear once a week. Steer firm can be done by failure of the steering gear than by any other accident. Look it over carefully and see if each belt is properly secured. Watch the fast motion of the steering wheel and if it begins to increase find the cause immediately and remove it.

Automobiles are now in perfect condition of construction, well made of such good material and so thoroughly tried before they are placed in the hands of the user, that a sudden failure of an automobile car or truck in service can usually be traced to the method of handling.

"Mileage" not "time to service" should determine the overhauling period. This general going over should be given the car whether the machine shows externally that it needs such attention or not.

NEW OFFICERS FOR AUTO CLUB

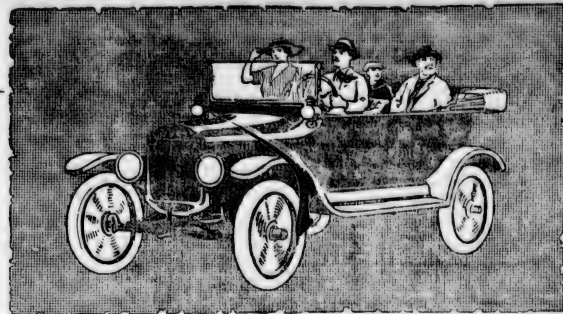
On Monday night at the city council chamber the permanent officers of the Edmonton Automobile Club for the year will be elected. The present officers were elected to effect the re-organization of the club and will on Monday turn over the reins of office to the men who will guide its destinies during the year.

This club starts out with excellent prospects for success. Chairman Chisholm of the membership committee, having already brought the roll of members up to nearly 200.

A. A. Boushnick, the provisional president, has shown himself a most capable organizer and presiding officer and has gotten the club away to a splendid start.

All members of the club and any other auto owners who are desirous of becoming members are invited to attend the meeting on Monday night and help to select the permanent officers and transact the other important business on the agenda.

Practically every city in the Dominion of Canada as well as the United States, prides itself in having a flourishing automobile club and the greater number of members credited the better repute it is for the united effort of thrift is the place. Good roads are necessarily required for pleasure motoring but these will soon be obtained unless the petition of a strong body backed by influential parties is brought before the interested parties. It is useless to go around loaded down with the spirit of pessimism about the poor roads and the moderate drainage on country trails. (Go together into one strong organization linked with a spirit of thrift from the very outset and call for a betterment of these conditions.



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War Conditions--and the Motor Market

**A Statement as to New Conditions Arising from the Entry of the United States
Into the War by Edmonton's Established Automobile Dealers**

WE, the undersigned, desire to acquaint the public with the probable results affecting the motor market, brought about by the entry of the United States into the war. New conditions arising from this source, added to the already precarious situation due to freight congestion in the south, place both the manufacturer and the distributor in a serious position.

Months before the turn of events of this week, two well-known manufacturers in the United States, both at the heads of organizations with a big daily output of automobiles, offered their plants to President Wilson in case of war being declared.

It is apparent from this that there is every likelihood of there being a heavy demand on the manufacturing plants of the United States, as well as a tremendous drain on the sources of materials now used in the manufacture of automobiles, for war purposes.

All of which will mean, probably, a lessening of output, as well as still greater difficulties in the matter of deliveries. It will doubtless mean that within a few months

there will be a steady decline in the export of automobiles by American manufacturers to Canada, as well as a decline in the export of raw materials for motor car manufacturing by American steel companies to Canadian automobile makers.

The entire motor market is jeopardized by the events of the past week, and it is even possible that before many months have gone by the automobile industry will have been pared down to extremely slender proportions.

In view of these facts and these probabilities the undersigned dealers have deemed it their duty to the public to acquaint them with the possibilities of the future situation.

More than ever it is now necessary to place orders early for delivery this season. It is not improbable that after July 1st shipments from the factories will practically cease, as far as the west is concerned. If not, they will be so curtailed as to make deliveries uncertain and unsatisfactory to the prospective purchaser.

Those who anticipate buying a car this year should take these facts well into consideration and decide at once on placing their order. Your chances of securing delivery are equivalent to your own capacity for making a swift decision.

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Bulletin's Pictorial Review of Week's Events

AN ONTARIO SUFFRAGIST



Mrs. A. B. Gendry, head of the Ontario Equal Franchise Association, and chairwoman of the campaign committee.

WAR MEASURES GUIDES IN CONGRESS



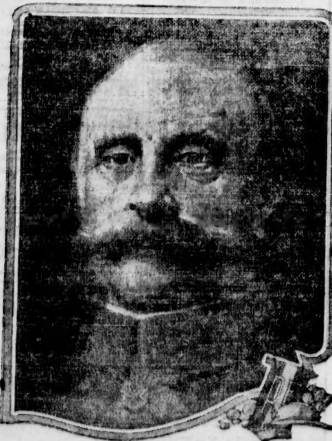
Chairman Flood (left) of the Foreign Affairs committee of the Lower House and Senator Martin, who favored the war resolution in the Senate.

THE ANGLO-RUSSIAN SWEEP IN PERSIA.



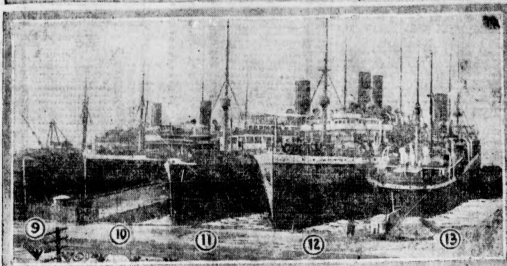
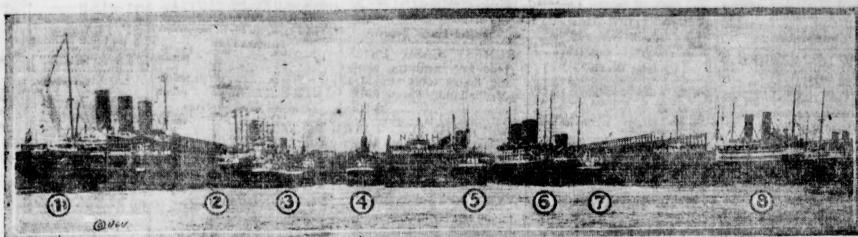
The British advancing from the Persian Gulf, and the Russians from the Caspian Sea, have swept Persia, near of Kermanshah, and have joined forces at Kermanshah.

WITHDRAWN FROM COMMAND



General Foch, the hero of the Battle of the Marne, who has been withdrawn as general of a division.

GERMAN SHIPS IN NEW YORK HARBOR, VALUED AT MILLIONS OF DOLLARS, SEIZED BY U.S.



1. Vaterland, \$10,000,000; No. 2. Bohemia, \$2,000,000; No. 3. Nassau, \$1,000,000; No. 4. Barbarossa, \$6,000,000; No. 5. Grosser Kurfurst, \$7,000,000; No. 6. Friedrich der Grosse, \$6,000,000; No. 7. Kaiser Wilhelm II, \$12,000,000; No. 8. Goeben, \$13,000,000; No. 9. Prinz Joachim, \$2,000,000; No. 10. Prinz Eitel Friedrich, \$2,000,000; No. 11. Koenig Wilhelm II, \$4,000,000; No. 12. Hamburg, \$6,000,000; No. 13. Albatross, \$2,000,000. Total, \$94,000,000. Shipping experts familiar with the value of steamers since the war began believe the value of the German and Austrian steamers interned in New York harbor is not less than \$140,000,000. The Vaterland, which is shown above, is the largest vessel offed.

MAY BE MEXICANS CHIEF FOR STATES

R. M. WOLVIN



Director of Canada Steamship Lines, Limited.



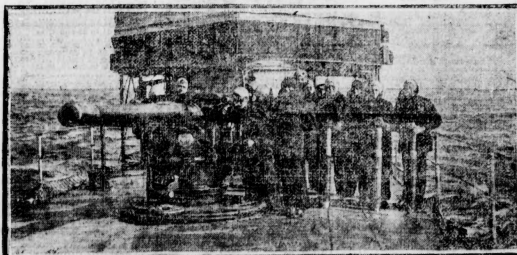
Major-Gen. Goethals, builder of the Panama Canal, who has been suggested for a new place in the Wilson Cabinet as Secretary of Munitions.

T. H. REIDER



New President of Canadian Consolidated Rubber Co. Ltd.

ON THE TRAIL OF THE HUN SUBMARINES



American torpedo boat destroyer already on Atlantic patrol duty, with crew wearing the new issue of Caladaya.

AMERICANS GETTING READY FOR WAR



A scene on the roof of Altman's department store at New York, where five hundred of the employees are receiving military instruction each morning.

LATEST PICTURE OF PRESIDENT WILSON



President Wilson, whose striking message to Congress will be treasured after years in connection with the great war.

FIRST WOMAN IN U.S. CONGRESS



Miss Jeannette Rankin, of Montana, who voted against the declaration of war.

COMRADES ONCE, BUT STRANGERS NOW



Col. Roosevelt, when he told the Kaiser what a fine army Germany had, which now the American ex-president wants to test the statement for himself.